The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 63 光緒二十一年五月十三日 SATURDAY, JUNE 15, 1895. 第六十七號 香港華民報

THIRTY DOLLARS PER ANNUM

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $5,000,000
RESERVE LIABILITY OF PROPRIETORS ... $10,000,000

COURT OF DIRECTORS:
J. KEMPER, Esq.—Chairman.
Hon. A. MACONOCHIE, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, Esq. | S. C. Michaelsen, Esq.
G. H. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. PAVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 12th June, 1895. [785

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer, at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th April, 1895. [484

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.
Court of Directors:
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stelterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £600,000
RESERVE LIABILITY OF SHAREHOLDERS £600,000
RESERVE FUND £375,000
INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months ..... 5 per cent.
" 6 " 4 "
" 3 " 3 "
T. E. SANSOM,
pro. Manager, Hongkong.
Hongkong, 6th June, 1895. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,000,000
SUBSCRIBED ..... £ 375,000
PAID-UP ..... £ 188,500
BANKERS:
London Joint Stock Bank, Limited.
INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balances.
ON FIXED DEPOSITS:
For 12 Months ..... 5 per cent.
" 6 " ..... 4 "
" 3 " ..... 3 "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS are now prepared to accept Fire Risks on Chinese Junks, Foreign and Chinese Vessels, and Cargoes, at Current Rates.
SIEMSSEN & CO.
Hongkong, 28th May, 1895. [707

GENERAL NOTICE.

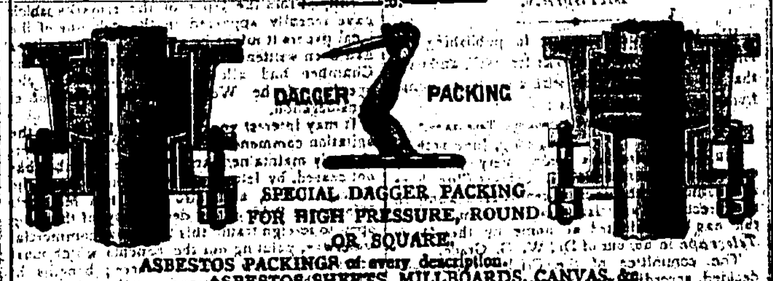
THE ON TAI INSURANCE COMPANY, (LIMITED.)
CAPITAL, TAELS 500,000
EQUAL TO
RESERVE FUND 315,000
BOARD OF DIRECTORS:
Lee Sing, Esq. | Lo Yuen Moon, Esq.
Lou Teo Shun, Esq.
MANAGER.—HO AMEI.
MARINE RISKS on GOODS, &c., at Current Rates to all parts of the World.
HEAD OFFICE, 3 & 4, PRAYA WEST.
Hongkong, 17th December, 1894. [

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL SUBSCRIBED
The Above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TEKUNG FAT,
HEAD OFFICE,
No. 2, Queen's Road West.
Hongkong, 6th May, 1895. [

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, QUEEN'S ROAD CENTRAL.



SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Twelve Forms). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895.

A LIST OF BOOKS OFFERED AT REDUCED RATES BY

KELLY & WALSH, LD.

	Usual Selling Price.	Offered at
EVENINGS WITH A REVIEWER, 2 vols	$	$3.00
The Head Hunters of Borneo	10.00	6.50
Central Asian Questions—Boulger	10.00	3.00
Short Stalks or Hunting Camps, by E. N. Buxton	9.00	5.00
Modern Marine Engineering—N. P. Burgh	16.00	7.50
Modern Screw Propulsion—N. P. Burgh	16.00	7.50
Modern Steam Practice and Engineering, by Winton	20.00	6.50
Men and Women of The Time, 13th edition	7.50	4.00
McCulloch's Commercial Dictionary	30.00	10.00

	Usual Selling Price.	Offered at
SPON'S ENGINEERS & CONTRACTORS, Illust.—Book of prices	$ 5.00	$3.50
Modern Steam Engines and Boilers, by Colyer	8.00	3.00
Life of Gustave Dore	4.00	2.50
Life and Letters of S. Wells Williams	4.50	2.00
Lecky's Wrinkles, 1892 edition	8.00	5.00
Spon's Household Manual	4.00	2.50
Brassey's Naval Annual, '93	6.50	3.50
Cassel's Domestic Dictionary	4.00	2.00
Steam Navy of England	6.50	4.00
Atalanta Volumes	4.00	2.00
Chums Volumes	4.00	2.00

Hongkong, 14th June, 1895. [6

NOT

THE FOOD, LIQUOR AND CUTLERY AT THE HK. HOTEL ARE WHAT THEY USED TO BE.

FOR SALE

G. H. MUMM & Co's CHAMPAGNE

THE CLUB HOTEL

YOKOHAMA

THE METROPOLE HOTEL

TOKIO

MEE CHEUNG,
PHOTOGRAPHER.

HONGKONG TIMBER.
YARD, WANCHAI.

CHS. J. HAUPT & CO.

G. FALCONER & CO.

Intimations.

GOVERNMENT BILLS.

TENDERS are invited for MEXICAN DOLLARS, Current in this Colony, and weighing 7.17 in Exchange for Sterling Bills, payable 90 days sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the District Paymaster, Army Pay Department, until 11 A.M. on TUESDAY, the 18th instant.
The Tenders must state the total amount of dollars (in round lots), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.
The Tenders to be in Dollars, and in sealed covers, addressed to the District Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."
The right to accept or reject any or all of the Tenders is reserved.
J. K. MOORE,
Major, A.P.D.
Acting District Paymaster, China.
Her Majesty's Treasury Office,
Queen's Road.
Hongkong, 12th June, 1895. [785

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given, that the SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICE, No. 14, Queen's Road, on SATURDAY, the 22nd June, 1895, for the purpose of presenting the Report of the Directors, together with the Statement of Accounts to 30th April, 1895, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 20th June, both days inclusive.
By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 5th June, 1895. [

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUTLEJ,"
Captain Rayner, will be despatched as above on WEDNESDAY, the 19th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 14th June, 1895. [774

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND JAVA.
THE Steamship
"SHANTUNG,"
Captain Vaughan, will be despatched on TUESDAY, the 25th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1895.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SINGAPORE.
THE Company's Steamship
"CHINGWO,"
Captain Gray, will be despatched as above on about the 20th instant.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.
Hongkong, 14th June, 1895. [

THE PEninsular and Oriental Steam Navigation Company.

THE Company's Steamship
"HAIPHONG"
Captain Goddard, will be despatched for the above Ports on TUESDAY, the 18th instant, at Daylight from the Company's Wharf.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.
General Managers.
Hongkong, 14th June, 1895. [781

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ULYSSES,"
Captain Lipke, will be despatched as above on WEDNESDAY, the 19th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 14th June, 1895. [774

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Steamship
"HELENE RICKMERS,"
will be despatched on THURSDAY, the 20th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1895.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA.
THE Steamship
"VICTORIA,"
Captain Commander, will be despatched for the above Ports on about the 21st instant.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.
Hongkong, 14th June, 1895. [

SPANISH MAIL STEAMSHIP LINE.

MESSRS. SAENZ & CO., CADIZ,
WILL DESPATCH STEAMERS FROM MANILA, BARCELONA, CADIZ and LIVERPOOL.
For further information, apply to the Agency of the Company, No. 1, Queen's Road.
VIDAL, GOMEZ & Co.,
Agents.
Hongkong, 13th June, 1895. [647

Sailing Vessels.

NOTICE TO CONSIGNEES.

"A" CHINA COASTING STEAMSHIP COMPANY, LIMITED.

THE Steamship
"SHUNTAI"
will be despatched as above on THURSDAY, the 20th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1895. [756

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Steamship
"THALES,"
Captain H. Bathurst, will be despatched for the above Ports on TUESDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.
General Managers.
Hongkong, 14th June, 1895. [780

DOUGLAS STEAMSHIP COMPANY, LIMITED.

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Captain Goddard, will be despatched for the above Ports on TUESDAY, the 18th instant, at Daylight from the Company's Wharf.
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DOUGLAS, LAPRAIK & Co.
General Managers.
Hongkong, 14th June, 1895. [781

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Agents.
Hongkong, 14th June, 1895. [756

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DOUGLAS, LAPRAIK & Co.
General Managers.
Hongkong, 14th June, 1895. [780

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship
"HAIPHONG"
Captain Goddard, will be despatched for the above Ports on TUESDAY, the 18th instant, at Daylight from the Company's Wharf.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.
General Managers.
Hongkong, 14th June, 1895. [781

Sailing Vessels.

FOR NEW YORK.

THE German Barque
"ADOLPH,"
Paulsen, Master, now lying here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 13th June, 1895. [660

FOR SAN FRANCISCO.

THE British Ship
"KINGSLIN,"
Pritchard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 14th May, 1895. [640

Consignees.

ORIENTAL STEAMSHIP COMPANY.

CONSIGNEES of CARGO per Steamship from Swatow are hereby notified that their Goods are being landed and warehoused at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersigning Bills of Lading.
Goods remaining unclaimed after the 17th instant will be subject to rent.
Cargo from other Ports is to be delivered from Mongkok.
DAKIN & SONS,
Agent.
Hongkong, 12th June, 1895.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.
THE Company's Steamship
"KEEMUN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon of the 16th instant, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be sold.
No Fire Insurance has been effected on any Goods remaining in the Godowns after the 16th instant, will be subject to rent.
Optional Cargo will not be forwarded unless notice to the contrary be given before Noon TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 10th June, 1895. [760

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLEDI,"
FROM ANTWERP AND LONDON.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, and will be there and/or from the wharves at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned before the 16th instant, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be sold.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th June, 1895. [771

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from Mongkok.
Cargo impeding the discharge, or remaining on board after Noon on the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th June, 1895. [775

THE PEninsular and Oriental Steam Navigation Company.

THE Steamship
"GLENARTNEY,"
having arrived from the above Ports, Consignees of Cargo per her are hereby informed that their Goods are being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
Optional Cargo will be landed unless notice to the contrary be given before 2 P.M. TO-DAY.
Consignees are requested to present Bills of Lading for Countersignature before 2 P.M. TO-DAY.
Bills of Lading will be countersigned by
T. H. ...
Agents.
Hongkong, 10th June, 1895. [770

To-day's Advertisements.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Steamship

"AZAMOR,"

Captain H. Nicholls, will be despatched as above on THURSDAY, the 20th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 15th June, 1895. [790

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Steamship

"SHANTUNG,"

Captain Vaughan, will be despatched on THURSDAY, the 20th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1895. [717

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain W. Waddleve, will be despatched as above on WEDNESDAY, the 19th instant, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th June, 1895. [792

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [27

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 1st June, 1895. [5

IN MEMORIAM.

In fond and loving memory of ADNIE MARION CAROLINE (MINNIE), dearly beloved wife of Sergeant Instructor in Gunnery Jamain O'CONNOR, R.A., who died at Hongkong on the 15th June, 1893.

"Safe in Thy eternal keeping,
Liest my now loved one sleeping."

(Portsmouth papers please copy).

BIRTH.

At 52, Broadway, Shanghai, on the 9th June, 1895, the wife of T. H. B. COLGAN, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 15, 1895.

(Special to *Hongkong Telegraph.*)

TELEGRAM.

THE OCCUPATION OF FORMOSA.

THE "BLACK FLAGS" ON THE WAR-PATH.

FOREIGNERS IN GREAT DANGER.

AMOY, June 15th.
3.55 p.m.

The Japanese have arrived off Taiwanfoo and are now engaging the harbour forts, manned by "Black Flags," which opened fired on a squadron of five Japanese cruisers.

The foreigners resident at Taiwanfoo are in considerable danger, owing to the district being filled with undisciplined soldiers, and they have therefore been advised to leave the port on board Her Majesty's cruiser *Spartan.*

REUTER'S TELEGRAMS.

THE RUSSIA-CHINESE LOAN.

LONDON, June 14th.

The rate of interest on the new loan will be 4 per cent. per annum; the security of the Customs at the treaty ports and an absolute Russian guarantee; the issue price is about 98.

THE UNITED STATES FREE COINAGE CONVENTION.

The Free Coinage of Silver Convention has met at Memphis; 2000 delegates were present who advocated a rate of 16 to 1.

THE HOUSE OF COMMONS.

The House of Commons has voted that the whole time of the remainder of the Session be devoted to Government measures.

GERMANY AND THE MONETARY CONFERENCE.

The German States generally are adverse to the Monetary Conference.

THE ITALIAN BUDGET.

The Italian Budget Estimates show a small surplus on revenue and expenditure without increasing taxation or the debt.

(Special to *Shanghai Mercury.*)

THE CHENGTU OUTRAGES.

THE RIOTS SPREADING.

CHUNGKING, June 5th.

Chengtu is much quieter, but the riots are spreading in the country around, especially to the South of Chengtu almost as far as Chaling. No news is received to the missionaries, so it is hoped they all are safe.

CRUCIAL STATE OF AFFAIRS IN SZECHUEN.

THE VICEROY AFRAID OF A GENERAL RISING.

SHANGHAI, June 10th.

Information of a very serious nature was received at Shanghai late on Saturday evening by telegram from Hankow. As mentioned in Friday's issue over a dozen telegrams, official and otherwise, were despatched during last week to the outraged Missionaries, who are supposed to be protected in the yamêns at Ch'engtu, and as no replies were received it was thought the delay was caused by the temporary interruption of the telegraph wires between Ichang and Hankow. The telegrams which arrived on Saturday evening shows the cause to be of a very serious nature. It appears the telegrams sent from Shanghai were stopped at an intermediate station, by order of the Viceroy, who feared if the substance of the telegrams, or their delivery became known, the populace were in such a condition that riots would immediately break out at Kiukiang, Hankow, and other places up river. The situation of the foreigners up river is therefore critical indeed.

RIOT EXPECTED AT KIUKIANG.

KIUKIANG, June 9th.

The populace is and around Kiukiang is greatly excited and a riot may take place at any moment.

[This excitement is caused on account of some missionaries having purchased land for a Sanatorium at Kiuling near the top of the Lushan (Donkey Mountain) for which the authorities have refused to grant title deeds, notwithstanding the ground was encumbered. —ED. *T.M.*]

(Special to *N. C. Daily News.*)

THE ANTI-FOREIGN OUTBREAK IN SZECHUAN.

SHANGHAI, June 11th.

The following telegram, dated Chungking, 6th June, reached Shanghai last evening. The position is evidently serious.

"At Ch'engtu, Kiating, and Yachow the Protestant and Catholic mission property has been utterly destroyed. Smaller cities have suffered similarly. The officials refused protection till the mobs had completed their work. The Viceroy Liu is chiefly to blame. Twenty orphan children are still in the Ch'engtu yamen; Suchow and other places are seriously threatened. Urge foreign ministers to act promptly."

THE CAPTURE OF KELUNG,

THE JAPANESE VERSION OF THE AFFAIR.

GENERAL CHANG WOUNDED.

YOKOHAMA, June 10th.

A telegram from Taihoku dated 5th instant was received at Kagoshima on the 6th instant, stating that Admiral Kabayama, Viceroy of Formosa, reports the Imperial Guards assigned an attack on Kilung on the 3rd instant. There was frequent resistance *en route*, the weather and the roads were abominable, and the field-pieces had to be carried by the men. The Japanese repulsed the Formosans at Eshin, killing one hundred of them. The Japanese had eighteen killed and wounded. The Japanese, on the 4th advanced to Kelung, where the Formosans occupied all the forts. At 2 o'clock in the afternoon the Japanese strongly attacked the North and West forts where the Formosans concentrated and offered an obstinate resistance. By 5 o'clock the enemy withdrew, finally retreating to Tamsui. A great quantity of stores, ammunition and provisions were taken by the Japanese. The Japanese had thirty killed. The town of Kelung and all the forts are now in possession of the Japanese. The Formosans are reported, by the prisoners taken, to number 6,000. General Chang has been wounded and has fled to Taipeh. The Japanese vanguard is advancing.

LOCAL AND GENERAL.

LI HUNG-CHANG arrived at Shanghai from Hongkong on the 9th instant by the *Prinz Heinrich.*

*** A MASS of interesting matter, including an excellent sketch of the marvellous career of the famous race-horse Carbine, is "crowded out" of this issue.

Word reached Shanghai on the 10th that the steamer *Arthur* passed Woosung on her way to Nanking early that day, and it was assumed that ex-President Tang of Formosa was on board and *en route* to Chang Chi-tung to report "progress."

Under date 5th June the Tientsin correspondent of the *Shanghai Mercury* writes—"I learn from Peking that Sir Robert Hart is again indisposed and it is rumoured that we may expect him to go home on leave at a comparatively early date."

THE *Mercury* hears that the Russia loan is to rank as a first charge on the Customs revenue and that China engages not to make any other foreign loans for a fixed period. "Russia," says our contemporary, "is to be congratulated on the manner in which she has played her game."

VERY interesting correspondence relative to the efforts made by the Chamber of Commerce to cause the West River to be thrown open to the commerce of the world, and also in reference to the testimonial to W. G. Grace, the famous cricketer, will be found in another part of this issue.

A VISITOR writes:—"You can see daily Chinese walking along under verandahs carrying boxes and all sorts of things, rubbing up against ladies and gentlemen and pushing them from side to side and sometimes out into the gutter! Why not make them walk along the road? Echo answers—why?"

AT the Magistracy, this morning, before Mr. Wodehouse, Inspector Gervais, charged Yik Yu-fai of the Yau Sing shop, No. 129, Hollywood Road, with improperly burying four bodies in Kai Lung Wan Cemetery, *i.e.* failing to cover the coffins with six feet of earth. A fine of $40 was imposed and paid instanter.

CAPTAIN Lunt of the steamship *Fushun*, was charged before Mr. Wodehouse at the Police Court this morning with unlawfully allowing his ship to convey prepared opium in excess of 50 taels, to wit 80 taels of prepared and 9 taels of crude opium. Mr. Danéys appeared for the prosecution. The evidence led being insufficient to justify a conviction the case was dismissed.

THE Manila Gun Corps' June Competition for their Championship Challenge Cup took place this afternoon on the Police Range, Kowloon, over the 200 and 500 yards ranges, and resulted in a sixth win for Corporal Smyth with a total of 56; 28 at each distance. Sergeant Flirk tied the winner with 29 at 200 yards and 27 at 500 yards, but had to [illegible] the inferiority of his score at the longer distance. Gunner G. P. Lamont was third, with 53.

THE following is a copy of a telegram received by the *Mercury* from Peking on the 7th instant:—"The French and Russian Ministers had an audience with the Emperor to-day and returned thanks for the Imperial Gifts to the Emperor of Russia. The Emperor expressed his gratitude for the aid that both Powers had rendered him in the retrocession of Liaotung. The United States Minister is in favour of taking the opportunity of settling all outstanding cases still remaining unadjusted."

DR. ALTHOUSE has resigned his office of medical adviser to Li Hung-chang as well as physician to the Imperial Hospital. The *Mercury* learns that this is due to some complaints made about Dr. Lin to the Viceroy. Several foreigners and a Consul sided with Lin, and in consequence Dr. Irwin had to go. This is on a par with the Admiral Lang and Ting business. The foreigners concerned are all of them in the Government or Customs service, and, says the *Mercury*, it does seem hard they should side with a Chinese against such an old and tried foreigner as Dr. Irwin.

DESPATCHES simultaneously received at Shanghai on the 11th instant from the north and from Wuchang report risings amongst the troops in those provinces. It is the old story. The Imperial government has, according to the *N. C. Daily News*, issued orders to disband the superfluous battalions and, as usual, the officers commanding them have tried to keep back two-thirds of the soldiers' pay and send them adrift with the proverbial one dollar, which is estimated to be all the money they have to carry them home. Of course, the disbanded troops object to this demand their dues and emphasise their by shooting or cutting down a few of their immediate officers.

THE outcome of an Imperial audience on the 7th instant seems to have been that China has fallen into a trap, and accepted the offer of Russia to guarantee a loan of four million taels. This loan is reported to carry, as a first charge, the Customs, the engagements of the Government with regard to previous loans notwithstanding. Commenting on this news the *Shanghai Mercury* says:—China has, in fact, committed a deliberate breach of trust, and it is difficult to see how the remainder of the indemnity is to be arranged for. This is certainly the first fruits of experience of the New Financial Board at Peking. The feeling is paramount that the end of the dynasty has come, and that it is now only a matter of the devil taking the hindmost. Such is the most favourable view we (*Mercury*) can take of the latest news from Peking.

THE Mission steam-launch, *Day Spring*, will call alongside vessels bearing outward passengers between 9 and 10.30 a.m. on Sunday, to convey such passengers to the 11 o'clock service, returning about 12.30 p.m.

MR. CHEDA, the new Japanese Consul General appointed to Shanghai, intends to leave Japan to-day to take up his new post. He is reported to be accompanied by the Manager and staff of the Shanghai branch of the Yokohama Specie Bank.

THE BLACK PLAGUE.

The Chinese girl who was removed from Holland Street yesterday suffering from plague died last night.

We are informed that since 4 p.m. five cases of plague have been found in the city; four in No. 10, Heung Lane, and one in No. 6 Kennedy Street—all coolies. The patients were at once removed to Kennedy Town Hospital.

The other persons living in the houses in question have been placed under observation in one of the native boats at the back of Stonecutters' Island, and the premises have been duly disinfected.

THE TESTIMONIAL TO THE CHAMPION BRITISH BATSMAN.

We have much pleasure in publishing the following letter, which speaks for itself, and trust that the appeal will meet with a ready response from the whole community:—

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Hongkong, June 15th.

SIR,—A desire has been very generally expressed by members of the Cricket Club here that some step should be taken in Hongkong in the direction of association with the movement that has been initiated at home by the *Daily Telegraph* in honour of Dr. W. G. Grace.

The committee of the Cricket Club have decided, accordingly, to open a list for subscriptions limited to 50 cents, which may be looked upon as, roughly speaking, the equivalent of the English shilling.

It is believed that there may be gentlemen in the colony other than members of the Cricket Club who may wish to participate in this compliment and these may, if they please, subscribe to the fund in question which will be forwarded to the *Daily Telegraph* as a tribute of admiration from members of the Cricket Club and the community of Hongkong.

I may mention that His Excellency the Governor and many other gentlemen interested in Cricket have already shown their interest in a practical way.

Will you kindly give publicity to these statements in the columns of *The Hongkong Telegraph* and accept my thanks in anticipation for your courtesy in so doing,

I am, Sir,
Yours truly,
E. A. RAM,
Hon. Sec. Hongkong Cricket Club.

P.S.—Subscription Lists will be found at the Hongkong Club, Messrs. Lane, Crawford & Co.'s and at Messrs. Kelly & Walsh's, Ltd.

DAKIN, CRUICKSHANK & CO., LIMITED.

FOURTH ORDINARY GENERAL MEETING.

The fourth ordinary general meeting of shareholders of the above named Company was held in the Hongkong Hotel at noon to-day. Mr. Geo. Fenwick (Chairman) presided and there were also present Mr. A. Bain, John Andrew, (Directors) F. W. Watts, R. A. Gubbay, G. T. Rivers, T. G. Joy (Manager) G. A. Watkins, Fung Wa Chat and others.

The Chairman said—Gentlemen, the report and accounts having been in your hands for some days we will, with your permission, take them as read. We regret having to place before you such a poor report for the past year. The principal cause is the great decline of business in Hongkong. Our Amoy branch has done exceedingly well, and its management reflects great credit on Mr. Hunter, our Manager at that port. The business there shows a very material increase over that of 1893, whilst we regret the falling off here is very great. Mr. Joy, our General Manager, cannot very well explain the heavy loss made here, he attributes it principally to the Morphia Ordinance, to the many oppositions now existing and to the low exchange which has ruled throughout the year. However, we do not think these causes can account for the further decline of our business during the first four months of this year. We have certainly during 1894 had many difficulties to contend with; by the typhoon early last October we sustained a loss of over one thousand dollars, ($1,000) the steam launch having been driven on the rocks at Mongkok, sustaining much damage. The aerated water factory had to be moved twice during the year, firstly when the lease of the small godown expired for which we paid $100 per month, and, secondly, when the lease of the other godown expired, the rent of which was $280 per measem. Our monthly godown rent is now only $75 and taxes. In December 1893 our rents amounted to $9,272.22, in December 1894 $6,476.50 a saving of $2,795.72 per annum. In December 1893, salaries and wages were $18,497.67, in December 1894 $14,668.49, a difference of $3,829.18, so that our expenses were at the date of closing the accounts $6,624.90 less than in December 1893. There is no credit due to anyone for these economies; the godowns were simply given up as the leases expired and business had so fallen off that a smaller staff could do the work, and even now we are of opinion that unless there is an increase of business the cost of working the dispensary is too great. Had we been able to effect these reductions we are of opinion that the Company would ere this have been in liquidation. Many of our shares being mortgaged necessitates our working on borrowed Capital, our Interest account is therefore, as you will see, a very heavy one, amounting during 1894 to $3,041 as against $2,000 in 1893. During the current year our expenses will be still further reduced to the extent of at least $4,000, three dwellings and wages amount to $12,865.50, and rents to $4,307 respectively per annum. You have already had the figures for 1894. We are sorry to report that our present prospects are not at all bright, we would therefore ask you to remain a few minutes at the close of this meeting in order to discuss our present position, and what course we should pursue in the future. There is nothing further that I can profitably lay before you, but before proposing the adoption of the report and accounts I shall be pleased to answer any questions which you may put to me to the best of my knowledge.

There being no questions the Chairman moved the adoption of the report and accounts. Mr. Kidd seconded, and the motion was carried unanimously.

Mr. Watts proposed, and Mr. Rivers seconded, the re-election of Messrs. Bain and Andrew to seats on the Board.

Carried unanimously.

The Chairman, at this juncture, said it would now be necessary for the shareholders to appoint another Director as he had no time to spare to devote to the affairs of the Company. If any one would suggest a name, the Directors present would be glad to approve of the nomination.

After some brief comments by Mr. Watts and Mr. Joy which our reporter could not hear distinctly the Chairman remarked that he had already given three months notice of his intention to retire from the Board at this meeting, he would, however, in view of the fact that no one had been found to fill his place, continue to serve for two weeks more, to save trouble. The speaker then stated that the next business before the Board was the appointment of an auditor.

Mr. Watts thereupon moved the re-election of Mr. Gaskell. Mr. Bain seconded and the motion was carried unanimously.

This concluded the business of the general meeting so the representatives of the Press withdrew and thereupon the private meeting, referred to in the Chairman's speech, was held.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE WEST RIVER.

Hongkong General Chamber of Commerce,
Hongkong, 15th June, 1895.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—From the tenor of the remarks which have recently appeared in the columns of the local papers it might be assumed that those lines had been written under the impression that the Chamber had allowed the question of the opening of the West River to drop out of consideration.

It may interest your readers to know that the agitation commenced years ago has been persistently maintained, and that the Chamber has not ceased, by letter and wire, to urge upon the Foreign Office, and also upon Her Majesty's Minister at Peking, the desirability of thrusting open to foreign traffic this important commercial waterway, pointing out the benefits which must necessarily follow such a course; benefits in which China would herself participate in excess of other nations.

At the present stage it is not desirable to go further into details of the action taken by the Chamber.

I remain, Sir,
Yours obediently,
F. HENDERSON,
Secretary.

THE INTERPORT RIFLE MATCH.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It may interest some of your readers to know how the hitch occurred in the Interport match this year, and how the case now stands.

Acting on instructions from the Committee, on the 6th March I wrote both to Shanghai and Singapore suggesting that the match for 1895 should take place under exactly the same conditions as last year. On the 13th March Singapore accepted this suggestion. As I received no answer from Shanghai I wrote again in the beginning of April, and again on the 26th April, taking the precaution to register my last letter, not knowing what had become of the former ones, as they did not appear to have been received in Shanghai and they had not been returned to me.

As you know, Singapore shot on the 4th May, and we shot on the 6th, and through the kindness of the Telegraph Company, the scores were sent on to Shanghai. On the 10th May Shanghai wrote to the following effect:—that they had written to Mr. Chapman, when they found that a registered letter was lying at the Post Office which turned out to be my letter of the 26th April; that they had not received my previous letters; that they were unable to shoot under the same conditions as last year. The letter to Mr. Chapman explained that their range had been closed for some months and was only just reopened and that owing to this and other reasons they had taken no steps in the matter; that they would be pleased to compete, and proposed to at once select a team and fire within three weeks of receiving our telegraphic reply, and that their weapon was the Lee-Mitford rifle. On consulting our Committee I wrote to both Shanghai and Singapore as follows:—

HONGKONG, May, 22nd.

As from circumstances which we are acquainted with, the Shanghai Rifle Association did not take part in the usual Interport match in the spring of this year, the Committee of the Hongkong Rifle Association now proposes that the shooting which has already taken place should be cancelled, and that the Interport match of 1895 should take place in the autumn say, during the first 15 days of November. We further propose that the Lee-Mitford rifle be introduced into the competition, either with or without a handicap. Will you kindly let me know what your wishes are?

To this letter both Shanghai and Singapore have written agreeing to the suggestions. So the Interport match for 1895 will be fired during the first 15 days of November, but one or two points remain to be decided yet, such as the handicap of the L. M. rifle.—I am, Sir, your obedient servant,

G. K. MOORE,
Hon. Secretary,
Hongkong Rifle Association.

Hongkong, 13th June 1895.

[This letter was received too late (6 p.m.) for insertion in our last issue.—*Ed., H.K. T.*]

ENGINEERING AND SHIP-BUILDING IN THE FAR EAST.

A large number of members of that popular and useful society, the Institute of Engineers and Shipbuilders, assembled in their neatly furnished apartments on Praya Central last night to hear a paper on "Shipbuilding in the Far East," written by Mr. W. C. Jack, read. The author of this interesting paper was unavoidably absent so Mr. W. G. Winterbern kindly did the needful at the request of Mr. Andrew Johnston, who presided.

Mr. Winterbern having been introduced in the usual way read the paper. It is too lengthy a document to be published in these columns *in extenso* but the following extracts, which are very interesting, will give the reader a fair idea of the able manner in which Mr. Jack handled his subject:—

"It is not the intention of the author on this occasion to put before you a technical paper, but one which will treat more of the economic value of this institution and our craft in the Far East.

To the Marine Engineer—whose hard fortune duties at sea call upon him at times to be not only the engineer, whose watchful care is necessary to the well-being of the machinery, but who from time to time has to undertake the work of the shipbuilder and repairer, now hole in the hull, strained damaged rudder, or, in fact, do any thing from raising a sunken wreck to repairing the patent log—the progress of shipbuilding in all its branches must ever be an interesting subject.

To follow up the improvements in shipbuilding and engineering esps within the past decade would provide scope for many papers on the subject, but for the present let us confine ourselves to the progress we have made in the Far East, and the marvellous possibilities in store for this institution and the colony in the future.

The primary object of an institution like this should be the extension of its profession at its own particular centre; it should urge those interested to encourage shipbuilding amongst us when we can show it will be to their advantage.

Able papers by several of your members have shown that in our midst "We've got the men," that we've got the men, and it will be the object of this paper to prove, both to local builders and owners, and that without any feeling of jingoism, that "We only want the ships to build, to show what we can do," to the world in general, to shipowners in the Far East in particular, and to the various governments around us who go so far for their ships and pay well for them.

Hongkong has long been famous for its splendid fleet of steam launches, for whose fine models the Chinese carpenter of to-day are indebted to our predecessors—the pioneers of modern shipbuilding in China. These models would do honour to the first yacht builders in the world; still there will be many amongst your members who can remember when the best of them were propelled by a single or double high-pressure engine, and no one can say when they look at the beautiful compound surface condensing and triple engines which propel our launches of the present day, that our engineers have been lagging in the march of improvement.

A step from the teak wood launch to the steel or composite steamer of moderate dimensions came next, and Hongkong has supplied its neighbours, from Japan to Australia, from the Philippines to India, with specimens of the work that can be turned out here.

Speaking from experience the author can safely say that the Hongkong-built boats belonging to the firm with which he is connected defy comparison as far as hull, engines, and boilers are concerned, that is to say, that they are ahead of the home-built article in finish, workmanship, and durability.

To-day Hongkong is in a position to turn out and equip sea-going steamers in every way equal to the home article, and more in accordance with the requirements of the country and the Eastern trade. Any of you who have had occasion to order a steamer from home builders will readily understand this.

Objection is taken even to the little refinements which go to make life worth living aboard ship in this climate; it goes beyond their comprehension why punkahs and steam heater should be included in the same saloon or mess room; they want to know if the engineers cannot be berthed off the upper platform in the 'tween decks; and when teak decks, side scuttles along 'tween decks, and Hongkong B. T. certificates are mentioned, they have a new tender to make out and the first cost is augmented accordingly.

But as a rule this extra first cost is readily met by Eastern owners, and I do not doubt that, if we can make it plain to those interested, what has been done at home can be done here; many would prefer to have boats built under their own eyes as it were, than have all the worry and trouble of inspectors for Board of Trade and other societies at home, whose inspection is found incomplete on arrival here, and further expense incurred to adapt boats to the laws of the colony, and the trade for which they are intended.

The question of price comes next, which is a most important one from the owner's point of view. In the shipbuilding and engineering establishment, which the author has the honour to manage in Haiphong, we have been able to show by supplying the government with a light-draft gunboat, built in pieces, transported and erected in a river in the interior, that the work could be done more economically than if it had been done in France, in the case of boats built for the same service; and thus, too, handicapped as we are in Tonkin with customs and other duties. The difference in cost when a boat can be launched and finished at the works may be imagined.

It may be put forward that building costs more in France than in England; so it does, but the author may state that the type of boat of which the writer's firm makes a speciality, the sternwheeler, can be put in the water and finished for less than the F. O. B. price of builders of the same type of steamer, in England.

The home prices are taken from the most reliable sources, carefully verified; of course they may rise or fall according to the demand, but may be taken as a fair average.

The deductions or additions thereto are from the author's own experience, and will, he thinks, fairly represent the cost of the same steamship if built in Hongkong, taking the value of one pound sterling at ten dollars.

The wages rate followed is much higher than actually paid here, but something must be allowed for the inefficiency of the native workmen, who in heavy work cannot be expected to compete, man for man, with their European brethren.

With a dollar at 2/- and perhaps lower, who knows, the wages rate here would be less than one-third of ship-yard wages at home; a considerable economy would also be realised on any materials which could be bought at silver value in the country; woodwork, for example, having as we have at our door teak and many other kinds of splendid timber at prices which cannot be touched on the home market.

Steel, pig, bar-iron, and sundries would of course be augmented by the freight out, which, as you will see, has been provided for in the table annexed.

Cost of the home-built boat £20,941.17.2.
Cost of the Hongkong built boat £31,64.7.0

[The details of the comparison are set out in tabular form and cover seven pages of the printed copy of the paper. For cost of material from 10 to 40 per cent. is added to home prices to arrive at the cost in Hongkong, the only exceptions being wood and small boats, the local prices of which are 20 per cent. below home prices. Wages are given as 40 to 50 per cent. below home rates, except in the case of European foremen, who are credited with an addition of 100 per cent. The total saving in wages according to Mr. Jack's figures, about £2,800, against which foremen's wages and cost of measurement come to £700 more in Hongkong than at home, the net gain being £2,100.

The result, as you will observe, is in favour of the home price by £706. 9/. 9d. or 13/. 10d. per ton gross—not a large amount, and one which would be more than swallowed up by the voyage rate, which is generally an unpayable item for steamers of this size.

As has been already stated, notwithstanding all the care that may have been taken in preparing the specifications with builders who do not understand our requirements, much often remains to be done on arrival, the delays of docking, overhauling, paying off and sending home crews; all of which would be avoided if the boat was built on the spot, and could leave the shipyard for her trial trip and thence go on her run direct.

The writer makes bold to say that the balance would then be in our favour and still leave a fair profit for the builder.

The time in building must next be taken into account, and we are considerably handicapped; first, on account of the time required to get our steel orders filled; secondly, the time lost in transit.

Again it may be said that the builders here cannot build steamers by the hundred-yard length and cut them off to order as they are said to do in Sunderland. Although hailing as the writer does from that port, he denies the libel.

They certainly rattle up a tramp in good style, but it is all a matter of organisation, and if we could only once within a couple of months of their time in building a boat to commence with, I do not doubt it would soon be shortened.

On my last visit I could not help being struck with the rough and ready way the engines are now put together at home; hammer, chisel, and file rule each man, and the same pieces over which we were wont to spend days and days scraping and polishing go to the erecting shop of the machine, and the finished engine seems none the worse for it after it has hammered itself to a hearing on the trial trip.

Competition has been the keen factor in reducing the time occupied in building, and the author has tried to show that we can compete.

Shipowners here would certainly save the expense of intermediate agents if they could treat direct on the spot and the time thus gained would go far to make up for the loss of time cited above; in fact, if you take the time from which negotiations are opened at this end for the building of a coasting boat until the time of her delivery in this harbour, I am not sure but that the Hongkong-built vessel would be the first at her buoy.

Exception may be taken to this paper by saying that the author is unpatriotic, and that by encouraging building here the home trade would suffer, but this would not be felt to any appreciable extent, and as the steel and iron would still have to come from home, increased consumption in the East would still support that branch of the trade; whereas the extension of the present building yards or the establishment of new works here, to take in hand anything from a *tramp* to a *Pacific Greyhound*, would not only make things hum in Hongkong, but provide employment for many more of your engineers and shipbuilders, without whose guidance the Celestial workman would make a poor show and in a very short epoch of time drift back to his antedeluvian junks and sampans.

At the conclusion of the reading votes of thanks to Mr. Jack for his paper and to Mr. Winterburn for reading the document were carried by acclamation and then the "smoker" was announced and the following programme was gone through in a highly creditable style. To say that every contributor was encored to the echo, that one or two of the warblers were never heard to better advantage, and that nothing could exceed the hospitality extended to the numerous guests gives but a meagre idea of the unqualified success attained by the organisers of one of the most enjoyable entertainments ever given under the auspices of the flourishing Institute of Engineers and Shipbuilders of Hongkong. The space, however, at our command to-day forbids a detailed description of the concert and we have therefore to ask our friends to accept, on this occasion, the will for the deed.

Song ..... "There's a Flower that Bloometh" — Mr. Jas. Kirkpatrick.
Song ..... "In Cellar Cool" — Mr. Gilchrist.
Recitation ..... "Old Joe" — Mr. W. G. Carey.
Song ..... "Why must we say Good-bye" — Mr. W. Budge.
Recitation ..... "Briary Villas" — Mr. Brady.
Song ..... "The Gauntlet" — Mr. H. B. Bridger.
Comic Song ..... Mr. D. C. Smith.
Song ..... "Queen of the Earth" — Mr. J. B. Farrell.
Song ..... "The Last Watch" — Mr. L. Carey.
Song ..... "The Wolf" — Mr. Crispin.
Song ..... "Off to Philadelphia" — Mr. Gilchrist.
Song ..... "Accidentally Done" — Mr. Brady.
Cornet Solo ..... "The Lost Chord" — Mr. W. Budge.
Comic Song ..... Mr. D. C. Smith.

THE ROTHSCHILDS OF JAPAN.

THEIR MINES, THEIR WEALTH AND THEIR LAWS.

We have received from the Agency in Hongkong of the *Mitsui Bussan Kaisha* an illustrated pamphlet on the recent development of coal mining in Japan, being a reprint of papers that appeared in *The Engineer* of February the 22nd and March 1st, of this year. They have also been so good as to send us a couple of maps showing the Miike Coal Field and the concession held by the *Mitsui Bussan Kaisha*. Accompanying the maps is a short account of the mine with analysis of the coal. The concession covers twenty-five square miles of country or about 16,000 acres. It is situated half in the province of Chikugo and half in the province of Kigo, on the island of the Kiushui. The existence of coal in the district has been known since 1460 or thereabouts. The *Mitsui* Company took it in hand in 1889 only, and the out put is now about 2,000 tons a day. Only two seams out of many are capable of being usefully worked, the principal one giving an average thickness of about eight feet, furnishing a very pure coal; the secondary seam lies below the former and averages about six feet only, but is at present very little worked. There are four mines or outputs all provided with the most modern machinery. The coal is conveyed by rail from the mine to two tidal basins and there loaded in schooner-rigged barges of 100 to 160 tons capacity, for Kuchinotsu, Misumi and Nagasaki. This mine is the largest and most important in Japan. Of the quality of the coal we need not speak; all those interested in fuel in Hongkong know it well.

Far more interesting to our readers than any account of the mines and of their working will be the brief sketch, which we extract, of the origin and history of the famous firm of Mitsui and Company, who under the name of *Mitsui Gisha* carry on an extensive banking business; under the name of *Mitsui Gofukuten* deal in piece goods; under the style of the *Mitsui Kwesan Kaisha* are mine owners, and who, as the *Mitsui Bussan Kaisha*, sell it all over the East and do a general commission business. This firm claims to have been founded nearly 300 years ago by a member of the family of one of the feudal nobles, and to be governed by a code of family law elaborated over 200 years ago; long before the Bank of England had sprung into existence. To the rigid observance of this code it attributes in the main its longevity and its success, but especially to the strict enforcement of the regulation that sent into retirement every member of the family not fully qualified by business capacity and energy for the conduct of affairs. How many of the older mercantile firms in China owe their decadence or destruction to the ignorance or folly of the men who took the places, but could not fill the shoes, of the founders and makers of the business. How well would it have been for many an old-established house if some such rule had been in operation to prevent incompetent sons succeeding competent fathers, or useless juniors rising by mere seniority to the headship of the house. Old residents in Hongkong could easily supply a dozen or a score of instances.

The origin of the House of Mitsui is of considerable interest, especially as the votaries of commercial business have almost all stood on a low scale socially in pre-westernised Japan. The Messrs. Mitsui's firm is, however, an exception to the rule, and we may therefore give, from an excellent authority, a brief historical description of this highly respected and influential firm, which, as will be seen, had its commencement prior probably, to any commercial house now doing business in this country. The Bank of England was not thought of, nor, as a matter of fact, was its first Governor born when the founder of the house of Mitsui launched forth into trading pursuits.

It is nearly 300 years ago since the first member, Yechigo-no-Kami, a feudal noble of the province of Ise, finding himself in somewhat straitened circumstances, thought it advisable to commence the business of Saké brewing. He opened a store for the sale of his product in Kyoto, and afterwards one in Tokyo. It does not appear that this venture was very successful commercially, but he achieved one medal result—he reconciled his family, despite their aristocratic tastes, to the idea of trade; his fourth son seems to have been a born merchant. It is not recorded when the Saké brewing venture was given up, but it must soon have been made subordinate to a business which soon became of large dimensions, namely, that of piece-goods, which has ever since remained a leading branch of the Mitsui family's business.

There is scarcely a visitor to Tokyo that has not seen the great store, "Yechigo-Ya," which is crowded with customers, whatever time the visitor may chance to pass it. This monster shop derives its name from the title of its noble founder, and gives employment to an army of shopmen and clerks, all of whom have an air indicative of the prosperous condition of the establishment.

The fourth son of a Yechigo-no-Kami, to whom we have already alluded, was named Hachiroyemon, and it was he who really gave the first great impetus to the commercial success of the Mitsui firm. In his time the transmission of money in Japan was a matter of difficulty. The feudal chiefs, who kept immense establishments in the capital cities as well as in the provinces, found it necessary to transmit large sums in gold and silver from one place to another. Hachiroyemon's business acumen detected the opportunity which an absence of facilities presented. He inaugurated a system of bills of exchange, and arranged to receive money at his branch stores throughout the provinces, and pay it as required, at any of the capital cities or *vice versâ*. For such service he made little or no charge, his object being to obtain the money to invest it in goods at the producing centres, and transport his purchased goods for sale in the city where money payments had to be met. By this means he soon obtained the command of very considerable sums.

At the same time he introduced another important commercial reform. Up to this, it had never been the general custom in Japan to pay ready money for goods. This system of credit is said to have worked well for a long time, but after a while a number of dishonest purchasers caused the tradesmen to protect themselves in some measure by charging an increased price for goods sold on credit. This led to the abuse of indefinite prices for goods. Hachiroyemon quickly saw the commercial unsoundness of this system and attached to all his goods fixed prices, from which he refused to make even the slightest abatement. He sold his goods for ready money only, but his prices were considerably lower than those quoted by other merchants. These methods of business gave him such a popularity that he shortly established an enormous trade, and gave a stability to his firm far above that enjoyed by his competitors. In this way the great piece goods business of Mitsui was built up, and through all these years it has undergone little change, except one of development. The exchange operations of the firm have grown into a regular banking business, and the Mitsui Bank is now one of the most solid and flourishing institutions of Japan.

For over two hundred years a rigid code of family law has been observed in connection with this famous commercial concern. Hachiroyemon had thirteen sons and five daughters, and at his death the family was represented by the head of the house and seven branch members, all working together in the business, and all sharing its responsibilities. One article of the family law provided that if the head of any section of the family failed to obey that law, or from any cause showed incapacity for business, he was at once obliged to go into retirement, his place being taken by the next in order of blood relationship. There are now eleven Mitsui families, forming one company, and carrying on four classes of business—namely, the Mitsui Ginko, or Bank; the Gofukuten—Piece-Goods Store; the Bussan Kaisha—Commission Business; and the Kwozan Kaisha—Mining Company. The total wealth of this great firm is very extensive. The best informed Japanese place it at not less than twenty millions of *yen*, or over two millions sterling, but as the greater part of this wealth is invested in securities, it is not easily determined. But it is clear the Mitsuis are the Rothschilds of Japan.

From the foregoing brief account of the house of Mitsui we think not a few "merchant princes" on this side of the globe may take a lesson. How many once famous mercantile and industrial establishments in England, whose commercial influence has now declined or been entirely effaced, would have been able to tell a different story had they established and adhered to a family law like that rigidly followed by the great house of Mitsui?

REVIEWS.

"THE DECLINE AND FALL OF NAPOLEON".

We cordially recommend to all of our readers who have a taste for history and who take an interest in whatever concerns the Great Napoleon to purchase and study the "Decline and Fall of Napoleon" by Vaccount Wolesley, a small volume recently published and now on sale at Kelly and Walsh's, the first volume of the Pall Mall Magazine Library. It is well and clearly written and gives an admirable account of the principal military events of the last four years of the life of the greatest commander of ancient or modern times. The invasion of Russia, and the terrible destruction of the Grand Army in its disastrous retreat; the wonderful vigour and energy with which a fresh army of 400,000 men was gathered within a few month's on the Elbe; the battles of Lutzen, Bautzen, Dresden, Leipzig; the misfortunes and mistakes of these eventful days; the invasion of France by the allied armies, and the lightning-like rapidity of the movements of Napoleon from point to point and his many victories, all too late to retard the final catastrophy; "the hundred days" with its four days of actual fighting, all are described briefly, but scientifically and clearly so that the events and their causes and connections stand out, as it were in bold relief and panic-akeable garb. New light is thrown on certain incidents connected with the battle of Waterloo, and it is made very apparent that the success of the allied forces, both then and in the previous campaigns, was due as much to a chapter of accidents as to their own skill and perseverance. The writer calls special attention, more than once, to the fact that it was failure of health and bodily vigour resulting from some mysterious disease, that saved his enemies from defeat and destruction rather than any diminution of the wonderous military genius of Napoleon, or any lack of power or insight. The book is entertaining and instructive and ought to form a part of every soldier's library.

THE "JOURNAL OF THE IMPERIAL INSTITUTE."

The *Journal of the Imperial Institute* is a very valuable publication. It is issued monthly and made its first appearance in January of this year. It gives in each number a complete account of the Institute, of its different departments, of the governing bodies and working staff, of the Rules and Regulations for the admission of Fellows, etc., of the arrangements for Conferences, Exhibitions, Collections, Lectures, Concerts, and Entertainments of every description going on or to be held during the year in the premises of or under the auspices of the Institute. Every possible information that members can desire as to the working of the establishment is to be found in the opening pages. Next follow most carefully compiled retrospects of the past month's work—commercial, agricultural and financial, the United Kingdom, the Colonies, India, and foreign countries being dealt with under separate sub-headings. A series of papers are being published, of which the fifth appears in the number before us, giving an account of all similar institutions in other countries in considerable detail, even to reproducing the detailed instructions given by the Belgian Minister of Foreign Affairs to all his foreign agents as to their duties in reporting on the commercial and industrial activities of the countries in which they find themselves—a very valuable paper and worthy of careful study by the members of our own Consular and Diplomatic Corps. Short reports come next on the position and progress of the various exhibitions or congresses actually working during the previous months with careful reports of the papers read and of the proceedings generally. The May number contains an abstract of a valuable lecture on "Indigo and its Modern Substitutes." Some ten pages are devoted to a detailed account of the work done by each department of the Institute during the previous month. The Report and Publications Branch gives the latest and fullest statistical information available with reference to all branches of trade and commerce; export, import and general; each head of information being carefully specified. The state of the labour market is exhaustively reported on for the United Kingdom, the Colonies, India and foreign countries. Under the same headings the latest information about emigration and immigration is given, about customs tariffs and alterations in them, about noteworthy official and commercial contracts entered into; about freights and transport generally, and about foreign law, weather and meteorology. Under the head *Correspondence and Inquiries* there are specimens given of the information asked for and furnished during the month of April. Under the heading "Maps and Charts Branch" are enumerated all the additions made to that department of the Institute and all notifications, home or foreign, affecting navigation. There is an Educational Branch, and a school of Modern Oriental Studies under its auspices about which full information is given. New books and reviews furnish a further sub-division of the Journal and all "Blue Book" reports are mentioned under it, and all meetings of societies represented on the Governing Body of the Imperial Institute are reported. There is a Transaction Branch and a Scientific and Practical Research Department and under the latter we find in the May number reports on Colonial timber and of a lengthy series of experiments carried out on some of them by Professor Unwin. Some Victorian fibres are also reported on. Under the heading "General Intelligence of the Month" there is a very full summary of the news of the world subdivided as before and very carefully set out—each event under its proper date. The stations of all H. M. ships and of all Regiments and Batteries are given in the columns headed "Naval and Military Intelligence" with all promotions and appointments. Consular Reports follow and then the Reports of Chambers of Commerce, Home and Colonial and, to conclude, a summary of Coming Events, Obituary Notices, Lists of Publications, List of Steamship Lines to the Colonies and India and a complete synopsis of mail intelligence and postal rates. The *Journal of the Imperial Institute* is a most valuable summary of everything, direct or indirect, affecting in any way the trade commerce and manufactures of the British Empire and of all information of every description likely to be of interest in the Colonies. We strongly commend it to the attention of our readers.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Khedive*) to-morrow.
Indian (*Catherine Apcar*) 20th inst.
American (*City of Peking*) 21st inst.
Canadian (*Empress of India*) 25th inst.
American (*China*) 25th inst.
Australian (*Monmouth*) 25th inst.
Tacoma (*Victoria*) 5th prox.

* * *

THE Canadian Pacific Railway Co.'s steamship *Empress of China* arrived at Shanghai at 5 a.m. to-day, and left again at 3.30 p.m. for Nagasaki, where she is expected to arrive at 6 a.m. on Monday.

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THE tea *ex* steamship *Victoria*, which left Yokohama on the 17th May, and arrived at Tacoma on the 30th ulto., reached Chicago on the 7th inst. and New York on the 10th.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Cheysang ..... steamer from Canton.
Kwangtse ..... " " Shanghai.
Thales ..... " " Amoy.
Prinzessin Wilhelm ... (cruiser) " Singapore.

Aggregating 7,919 tons register.

DEPARTURES.

Activ ..... steamer, for Hoihow.
Hanoi ..... " " Haiphong.
Glenartney ..... " " Shanghai.
Rubens ..... " " Moji.
Bonledi ..... " " Kobe.
Propontis ..... " " Singapore.
Ashown ..... " " Kobe.
Fushun ..... " " Shanghai.
Holstein ..... " " Saigon.
Sunghiang ..... " " Manila.
Pallas ..... " " Kutchinotsu.

Aggregating 12,706 tons register.

* * *

The British steamship *Kwangtze* left Shanghai on the 11th instant, and experienced moderate to light south-easterly to south-westerly winds with smooth sea and hazy weather throughout.

* * *

The British steamship *Thales* left Taiwanfoo on the 13th instant, and experienced light north and north-west breeze and overcast weather with high southerly swell to Amoy. Left Amoy on the 13th, and experienced moderate southerly breeze and swell to Swatow. Left Swatow on the 14th, and experienced fresh south-west breeze and sea. There were in Taiwanfoo H.M.S. *Spartan*, and the steamships *Menthe*, *Whampoa* and *Wenchow*. In Amoy the steamships *Hailoong*, *Swatow*, German gunboat *Iltis* and one French gunboat. In Swatow the steamships *Machew*, *Castrius* and *Lehsang*.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Reina Cristina (cruiser)	in	Kowloon	Dock.
Hallan	"	"	"
Pakshan	"	"	"
P. C. C. Kiao	"	"	"
Rubens	"	"	"
Gaelic	"	Cosp.	"

The Siamese steamer *Maha Thai* (late *J. B. Say*) has been sold in Singapore for the sum of $18,000. The *J. B. Say* used to run under the French flag between Saigon and Bangkok.

* * *

The master of the steamer *Glenartney*, which arrived at Singapore on the 5th inst. from London, reports that on June 4th off Cape Rachado, he spoke the iron-masted barque *Dunlow Hill*, of Liverpool.

ODDS AND ENDS.

There are at present no less than thirty-five persons undergoing trial at Berlin on charges of *lèse majesté*, their crime consisting in having criticised unfavourably and offensively the Kaiser's "Hymn to Aegir."

The new Spanish Premier, Senor Canovas, is said to be the homeliest man and the most sarcastic orator in Madrid. The senor was the champion of the abolition of slavery in Spain and its dependencies.

The Emperor and Empress of Russia have planned to make a long journey through their dominions this year. They are also to spend some time in Darmstadt, where Professor von Angeli will paint their portraits.

King Humbert has laid the corner-stone of a monument to Garibaldi on the Janiculum at Rome, which it is hoped will be ready for the 20th of September, the twenty-fifth anniversary of the recovery of Rome to Italy.

Prince Blucher von Wahlstatt, the heir of old Marshal "Vorwaerts," is to marry Princess Wanda Radziwill, a cousin of the Count de Castellane, who married Miss Gould, and a distant cousin of Emperor William.

Rudyard Kipling's father, John Lockwood Kipling, proposed to his mother, Alice Macdonald, on the shore of Rudyard Lake, England, and was accepted. The author was named Rudyard in consequence of that romantic episode.

In China slight variation of leprosy, not contagious, infectious, and hereditary, but is said to disappear in four generations. There are leper villages, to which all suffering from the disease are sent.

John Blondelle Burton, the English novelist, stands 6 feet 4 inches, and looks more like a big Life Guardsman than a writer of romances. He has travelled widely, and his first newspaper work was done in Baltimore. He married the daughter of a Philadelphian.

William E. Gladstone continues to be an omnivorous reader. Hardly a new book of any importance comes out in England that he is not one of its earliest perusers. If he is especially pleased with the book he is very apt to send a complimentary letter to the author.

A Scottish preacher, who had delivered an incredibly long sermon, finally remarked:—"But, my brethren, I will not dwell longer on this subject." Then there came a shrill voice from the gallery, from a woman who did not approve of written sermons—"Ye canna, for your paper's ein out."

There are private reports that Hayter is dangerously ill and not likely to recover. His health was poor during all the winter, and despite the mildness of Eastbourne he seems not to have escaped the bronchial maladies which, upon the heels of a long frost, have well-nigh devastated England.

John de Heven was a wealthy Frenchman, who went to America before the Revolutionary War and loaned the Government a round sum of money when the struggle began. The amount is stated at $200,000, and the thirty living heirs—scattered through three or four counties of Pennsylvania—are willing to accept $5,000,000 and call it square.

Mr. James Payn was once instructing some young lady friends in the art of scientific whist, and they told him they played family whist in the evenings. "Do your people play the penultimate?" the novelist inquired of one of his fair pupils. "Not that I know of," she answered very sweetly. Sophie plays the piano and Julia the harp; but none of us play the penultimate."

The two leading poets of the younger school of poetry in England at the present time—William Watson and John Davidson—had to kick their heels in publishers' anterooms a long time before the merit of their verse secured them recognition. Davidson two years ago was too poor to secure suitable food, and his quarters were in the garret of a shabby old building. Watson wrote much of what is now considered his best verse ten years ago. Despair at the public's neglect, and long brooding over the lack of appreciation of his work, drove him into temporary insanity. He gained sanity and issue at almost the same time, and his books now sell remarkably well for poetry.

It is not unusual for a woman to write a play, but women composers of opera are so rare that the recent achievement of Mlle. Augusta Holmès is especially noteworthy. Her new opera, "La Montagne Noire," produced in Paris a few weeks ago, was a thorough success. Mlle. Holmès is well known in the musical world of Paris, where she has a fine reputation as a pianist. But little is said about her personality except that she is of Irish parentage and of French birth. She appears to be a lady of varied accomplishments, for in addition to composing the score of the opera she wrote the libretto, designed the scenery, and superintended the rehearsals. The opera deals with Montenegrin affairs (whence the title) in the days of the struggle between cross and crescent.

The term, "kick the bucket," meaning to die, is an allusion to the way in which a slaughtered pig is hung up, viz., by passing the end of a bent piece of wood behind the tendons of the hind legs, and so suspending it to a hook in a beam above. This piece of wood is locally termed a bucket, and so by a curious metaphor the pig's crime is signify to die. The Norfolk phrase is, "As wrong as a bucket." Another signification of this phrase is to commit suicide by hanging, from a method planted and carried out by an owler at Sprowston on the Great North Road. Standing on a bucket, he tied himself up to a beam in the stable, he then "kicked the bucket" away from under his feet, and in a few seconds was dead. The sailors of the West Indies have converted the expression into "kickerabbo."

HONGKONG SHARE MARKET.

TIFFIN, Hongkong, June 15th (noon).

Mr. Erich Ziegler reports as follows:—

With the exception of a large sale of Hongkong and Whampoa Dock shares, no whole business has been reported during the week under review; rates, however, with few exceptions have ruled fairly steady.

BANK SHARES.—A few small lots of Hongkong and Shanghai Banks changed hands in the early part of the week at 180 per cent. prem., since which the market has been weak, and it was only during the last two days it has limited enquiry picking up, resulting in the sale of a few lots at 175 and 176 per cent. prem., at which latter rate the market closes steady. London quotation is £44. Nationals dropped to $26, at which rate a few have changed hands, and more shares could be placed. The Bank of China and Japan, Limited, began business in London on the 1st April last. In lieu of shares in the old Bank, 199,875 ordinary shares in the new Bank at £5 each, and credited with 5 shillings as paid up, will be issued to those holders of shares in the old Bank who have paid the call of £17 and upon deferred shares of £17 each, credited as fully paid up, will be issued in lieu of the Founders shares. There will also be 30,000 new preference shares issued, with £5 paid up. A call of 15 shillings on the ordinary shares was due here on the 30th April.

MARINE INSURANCE.—Several lots of Hongkong have been sold at $165 per share, but more are offered. A few Canton lines found buyers at $165, and more are obtainable. China Traders have been in good demand at $265, and more shares are wanted at that rate. Douglas are wanted at $18 to $18½, and Yangtzes are wanted for Shanghai at $91½. North Chinas neglected.

FIRE INSURANCES.—A few Hongkongs have been done at $198, and some Chinas at $84, and more shares can be had at those rates.

SHIPPING.—Hongkong, Canton and Macao Steamboats have suffered a further decline, and a lot as $31½ has been accepted, market closing quiet with further sellers. Indo-Chinas have ruled weak, and are on offer at $53½ to $55. China and Manilas have changed hands at $52½, at which rate they are wanted. Douglases have been sold at $50½, and at $50. China Mutuals unchanged.

REFINERIES.—A few very small lots of China Sugars have found buyers at $110 and $107, the market closing rather weak. Luzon without business.

MINING STOCKS have been weak throughout. Punjoms.—On the 10th a telegram arrived from the mine advising that the cyanide clean-up was wretchedly poor, 128 tons of tailings yielding 6 ounces of gold. The Manager added that he could not explain the bad result by telegram, but would write fully. This caused a very weak feeling, and business has been done at $65, $6, $5½, $5½, and $5.30, market closing quiet at the latter rate. It is to be hoped that the next crushings, as well as the next cyanide clean-up, will be better, otherwise still lower rates may be in store for us. Charbonnages have dropped to $110 with sales and further sellers at that rate. New Balmorals have been done at $4.30 and Jelebus at $38. Raubs are quiet with small sales at $4.30. A telegraph from Raub, dated 3rd June, reads as follows:—"Rough cleaning up of battery yielded 1,000 ounces amalgam; estimated quantity of stone crushed being 760 tons. Battery commences crushing again to-night." I may state that, judging by previous results, 1,000 ounces amalgam may be taken as yielding about 370 ounces of gold, or say about half an ounce to the ton."

DOCKS, WHARVES AND GODOWNS.—As stated above, a very considerable business has been put through in Hongkong and Whampoa Dock shares, nearly 600 shares changing hands at 190 per cent. prem. for cash, and at 191 per cent. prem. for 25th June, at which rate the market closes very strong. Hongkong and Kowloon Wharf and Godown Company's scrip has changed hands at $41½ and $41, closing steady at the latter rate. Wanchai Warehouse and Stanley Company shares have been done at $37½ and are wanted at that rate.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been bought locally and for Shanghai $60 and $59½; market closing with sellers at $60. Kowloon Lands are weaker and offering at $10½. West Points unchanged, as well as Hongkong Hotels, but Humphreys Estate shares have fallen another dollar without attracting the attention of buyers.

MISCELLANEOUS.—Green Islands changed hands at $98 and $94 and are wanted at the latter rate. A. S. Watsons changed owners at $21, $21. Hongkong Electrics dropped to $4.90, sales and sellers, shareholders being dissatisfied at no dividend being declared. Hongkong Ropes sold at $123. The Hongkong and China Gas Company, Limited, has published its Report for 1894 and a final dividend of 3 per cent. (making in all 6 per cent. for 1894) was paid in London on 9th May. The result of last year's working compares unfavourably with that of 1893, the receipts showing a falling off of £1,727.2.5 and there is an increased loss on exchange, which amounts to the enormous sum of £6,764.6.5. Prospects for the current year, however, are said to be better. Geo. Fenwick & Co.'s are on offer at $165, and Hongkong Ices have been done at $78 and $79, closing with buyers at $78. Tramway shares are in demand at $70. Dairy Farms are on offer at $8, and Hongkong Hotels and Cement at same rate. Bell's Asbestos (25% paid up) shares have found buyers, but are on offer at $10; Dakin, Hutchinson & Co. have issued their report for 1894, which shows a net profit of $1,186.95. From this sum $150 has to be taken for auditor's fee, and the balance of $1,036.95 has been deducted from last year's debit balance, which now stands at $14,774.82.

THE INKPOT INCIDENT.

STRAITS OPINION.

The *Straits Times* on the 4th instant commented on the "Inkpot Incident" thus:—

Mr. J. J. Francis, Q.C., of Hongkong, has succeeded in making what is almost a record in bad taste. The provocation no doubt was great. During the time of the plague at Hongkong, Mr. Francis had rendered public services. In reward for these services he seems to have expected at least a C.M.G., and possibly something better. In place of that he received a "handsome silver inkstand." That was too severe a trial for Mr. Francis, and he has hurled that inkstand at the head of the Governor of Hongkong accompanied by two columns of printed matter. It is a remarkable letter that Mr. Francis sent with the inkstand. Yet the bad taste that Mr. Francis has shown is not to be found merely in the letter itself, but rather in the fact that he caused the letter to be published. The writing of the letter is an evidence of very great disappointment. The publication of the letter is inexcusable.

Mr. Francis's epistle is in substance an argument that, since he was the Chairman of the Committee charged with the control of the Hongkong plague, he ought to have received, at the very least, the C.M.G. that was awarded to a member of that Committee. The obvious answer is, first, that the honours of the grey cloth favours of the Crown is an not asking contingent upon the grace of the Crown and not to be demanded as a matter of right or merit or services rendered. The second, secondly, is that Mr. May has not necessarily received his C.M.G. for plague services only. The answer, thirdly, is that, however, that may have been the services of Mr. Francis in the matter of the Hongkong plague, yet his services that he could render could be beyond his duty as a citizen; and, therefore, however proper it might be to bestow upon him some signal mark of royal favour, he has not earned such a mark as a matter of right, nor has he any reason to make public complaint of its being withheld. This is the answer that might be made, if any answer were made, to the publication of Mr. Francis's letter. For it would not do if it were to be admitted that the favours of the Crown are to be demanded as a matter of right, or, are to be made a subject of public remonstrance. If Mr. Francis had written his letter and had not published it, or, if, preferably still, he had got some friend to write for him such a letter (but not to publish it), a different order of considerations would come into view. It may not be proper that any man should ask, even privately, that some mark of recognition of public services should be given to him; but, human nature being weak such things are done. But they are not published abroad. The defence of Mr. Francis appears in making his claim a matter of public discussion, and in rejecting, disdainfully, a complimentary recognition which, though the recognition be less than he expected, was yet more than what he was entitled to, since he was not entitled to nothing.

The habit of living in very small societies tends to throw men off their balance. If Mr. Francis had lived his life in the larger seas of England, he could scarcely have done such an extraordinary thing. He is to reject that inkstand and hurl it with two columns of self-assertion at the head of the Governor. He would rarely have learned, if he had lived in the world, that men of the world bear their disappointments quietly. Mr. Francis must not suppose that he is the only man who is hurt at being passed over in the distribution of rewards. There is never a Queen's Birthday that passes without bringing heart burning and envy to scores of persons who had hoped to see their names among the list of honours. Some of these persons have claims much stronger and ambitious presumably much greater than Mr. Francis, and yet they have the sense to hold their tongues regarding their grievances. We know of one such man whose claims to a peerage were so great that they were urgently pressed upon the then Premier by the then Leader of the House of Commons; nay these claims were so obvious that when that name did not appear among the list that the Premier sent to the Queen, Her Majesty caused Sir Henry Ponsonby to go to the Premier and to ask if the name was not intended to be included in the list. But that man is not yet a peer. We know of many other cases of disappointments, including several in the colonies, of the Crown. But these disappointments were never communicated to the newspapers, nor expressed by the disappointed in two columns of indignant print. Mr. Francis lacks self-restraint, he lacks dignity, and he lacks the saving sense of humour. He should have accepted the ink-stand and then he might have written his letter—for the official eye only. But, if he were quite determined to ungraciously reject that unfortunate inkstand, and if he were quite resolved to be disagreeable about it, he might at least have tried to be so in such a manner that the laugh should not be against him. As it is, he has taken himself so seriously that no one else can do aught but smile.

THE NEW DUKE OF SINGAPORE.

The *Straits Times* leader was replied to on the 6th instant by a correspondent under the *nom de plume* "Straits Settlements" thus:—

To the Editor of the STRAITS TIMES.

Sir,—Your yesterday's leader, headed 'The Silver Inkstand,' while evidently from your own pen and representing only your personal views, amounts in effect to this Colony telling the Colonial Office and the Governor of Hongkong in the insult they have offered to Mr. Francis, Q.C.

I will not stop to enquire who, individually, holds the record in bad taste; the feeling in this Colony upon this point fluctuates with this daily issue of the Singapore press, but as a resident of considerable standing in point of time, I venture to write on behalf of the Singapore public with the request that you will give to the Colony thro' me the opportunity of disowning any sympathy with the sentiments expressed in the article referred to.

I go further and venture to say that the Colony is entirely in sympathy with Mr. Francis, whose work during the plague time as reported in the Hongkong press was a bright example of noble disinterestedness, and in brilliant contrast with the course followed by some whose duty it was to act otherwise than as they did.

Mr. May did his duty, and according to my estimate of his office, only his duty, for which he received his pay—and a C.M.G. On the other hand, Mr. Francis freely sacrificed his brains and his time which constitute his all, for love; for the benefit of the public, and the recognition he is offered is—an inkstand.

I say that such a recognition of such services is a shameful insult on the part of the brain that conceived it, and of the man that offered it, and the insult is not to Mr. Francis alone but to every non-official individual who has ever given his services gratuitously for the public welfare.

I am, &c.,
STRAITS SETTLEMENTS.

Singapore, 6th June.

OFTEN TIRED BUT NEVER WEARY.

Let's discuss this point for two minutes. Here's a man who says that at a certain period he began to feel "tired and weary." That's precisely the way he puts it in his letter. Now anybody has a right to feel tired or fatigued (it's the same thing), after labour or much exercise. It's the body's fashion of telling you to hold up, to give it a rest. It is a natural and, in health, with supper and sleep just ahead, a pleasant feeling. But weariness!—that's different. That comes of monotony, of waiting, of loneliness. Weariness is of the mind, not of the body. But it can arise in the body, all the same. If this bothers you at first, don't say, "Stuff" "humbug!" but study up on it. A man may be *tired* and happy; but not *weary* and happy. For weariness means depressed spirits, and nerves all sagged down in the middle. And when you get both at once you will be wise to find out what's gone wrong.

It is a short letter, this is, and we can just as well quote the whole of it. The writer says: "It was in November, 1887, when I began to feel tired and weary. It seemed as if I had no strength left in me. Before that I had always been strong and healthy. My appetite was poor, and for days together I could not touch any food that was placed before me. After every meal that I did succeed in forcing down I had such dreadful pains in the chest and back that I was almost afraid to eat. Then there was a sharp pain around the heart, too, as though I was stabbed with a knife.

"I lost a deal of sleep, and for nights together I didn't sleep at all. Then I began to lose flesh rapidly, and was afraid I was going into consumption. Yet I kept on with my work, however, but it was a hard thing for me, because I was so weak and nervous that I trembled from head to feet. As time went on I gradually got worse and worse, and my eyes were sunken and drawn in. I consulted a doctor in Kentish Town. He gave me medicine, but it did no good. After all this I got the idea into my head that I should not recover.

"One day a lady came into the shop, and noticing the state I was in, kindly asked how long I had been ill. I told her all about it, and she said, 'You try Mother Seigel's Curative Syrup; it has made me well, and I believe it will do you good.'

"I sent for a bottle, and after taking only a few doses I felt relieved. Presently my food agreed with me, and I enjoyed my meals. I could sleep better also, and by keeping on taking the Syrup I soon got as strong as I ever was in my life. Since that time (now over four years ago), I have been in the best of health. I consider that in all, probability this remedy saved my life; at all events, it restored my health, and life without health don't amount to much. I gladly consent to the publication of this statement, and will answer inquiries. Yours truly (Signed), G. VINCE, 142, Shepherd's Bush Road, London, W., November 30th, 1892."

Thus Mr. Vince's unfortunate experience comes to a happy end. As he has to work for a living, like most of us, he is no doubt often tired, but never weary any more. And what can possibly be more wearisome than long-continued illness? With him, as with millions, it was the stomach that was in fault. His food entered the stomach and stopped there. So he suffered from new bad results; he received no strength from it, but he did receive the deadly acids and gases which the fermented stuff gave birth to. Indigestion and dyspepsia. The same old story of pain and misery, and, thank mercy, the same story of restoration and gratitude when an appeal for help had been made to good old Mother Seigel.—[*Adv.*]

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of *Consumption, Bronchitis, and General Debility*, than any other remedy known to medical science. Read the following:—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne." MARTIN MILNE, M.D., &c., Stanesbury, Bucks.—[*Adv.*]

Amusements.

THEATRE ROYAL,

CITY HALL.

FOR 12 NIGHTS ONLY!
THE NEW
WILLARD OPERA COMPANY.
GRAND OPENING NIGHT,
MONDAY, JUNE 17TH.
"THE GAIETY GIRL."
FULL CHORUS.
FULL ORCHESTRA.

PRICES OF ADMISSION—$3, $2, AND $1.
Plan at Messrs. KELLY & WALSH, Ld.
Hongkong, 11th June, 1895. [766

Masonic

PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 17th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 11th June, 1895. [768

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

40.—Anderson, Capt. G. C., East Point.
24.—Anderson, Capt. G. C., Praya Central.
8.—Arnhold, Karberg & Co.
66.—Blackhead & Co., Office.
65.—Blackhead, F., Residence.
96.—Bradley & Co.
39.—Butterfield & Swire, Peak Residence.
36a.—Butterfield & Swire, Refinery, Quarry Bay.
18.—Butterfield & Swire, Shipping Office.
36.—Butterfield & Swire, Sugar Office.
76.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
111.—Carmichael & Co.
105.—Chan, Sui & Co.
22.—*China Mail* Office.
72.—China Sugar Refinery, East Point.
71.—China Sugar Refinery, Town Office.
11.—Club, Hongkong.
10.—Club, Peak.
87.—Compradore, D. Lapraik & Co., Office.
88.—do. do. Residence.
78.—Cousins, J. B.
12.—*Daily Press* Office.
81.—Dairy Farm, Office.
67.—Dairy Farm, Pok-foo-lum.
73.—David, A. T., Residence.
60.—David & Co.
25.—Dock, Aberdeen.
20.—Dock Co.
80.—Dr. Atkinson, Residence.
83.—Dr. Bell, Residence.
2.—Drs. Hartigan, Caville, & Stedman.
23.—Dr. Jordan, Office.
43.—Dr. Jordan, Residence.
55.—Dr. Stedman, Residence.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.
58.—Electric Co.
74.—Fletcher & Co.
48.—Gas Co., East Point.
47.—Gas Co., West Point.
31.—Gibb, Livingston & Co.
6.—Godown Co., Office.
21.—Godown, Kerosine.
7.—Godown, Kowloon.
33.—Godown, West Point.
44.—Government House.
79a.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
27.—Holliday, Wise & Co.
101.—H., Canton & Macao S-boat Co., Office.
102.— do. do. do. Wharf.
9.—Hongkong & Shanghai Bank.
84.—Hongkong & Shanghai Bank, Mess.
1.—*Hongkong Telegraph* Office.
13.—Hop Hing Hong.
56.—Hospital, Albert Memorial.
80a.—Hospital, Government Civil.
3.—Hospital, Peak.
32.—Hotel, Hongkong, Public Telephone.
35.—Hotel, Mount Austin.
56.—Hotel, New Victoria, Public Telephone.
26.—Hotel, Peak.
82.—Ho Tung, Bonham Strand.
77.—Ho Tung, Praya Central.
59.—Ho Tung, Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys & Son, Office.
50.—Imports & Exports, Office.
108.—Kaw Hong Take.
64a.—Kennedy, J., Causeway Bay.
64.—Kennedy, J., Horse Repository.
107.—Kin Fat Hong.
86.—Kirch, H. H., Residence.
70.—Kramer, J., Residence.
91.—Lamke & Rogge.
93.—Lamke, J., Residence.
57.—Lane, Crawford & Co.
89.—Layton, B., Office.
90.— do. Residence.
106.—Man Cheun Yuen.
98.—Man On Insurance Co.
5.—Nam Woo & Co.
110.—Naval Hospital.
109.—Naval Yard.
46.—Opium Farm.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
15.—Police Station, Central.
34.—Ray, E. C., Residence.
91.—Ray & Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
45.—Rope Factory.
4.—Rumsey, Comdr., R.N., Residence.
52.—Sailors' Home.
94.—Sassoon, M. S. & Co.
99.—Schulhaus & Co.
49.—Shewan & Co.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.—Stevens, G. R., Residence.
14.—Telegraph Companies.
54.—Tram Station, Peak.
92.—Tung Kee & Co.
16.—Watson & Co.
53.—Webster, T., Residence.
76.—Whiley, W., Residence.
57.—Wickham, W. H., Residence.
30.—Woolley, A., Residence.
67.—Wo Kee & Co.
98.—Yuen Fat Hong, Bonham Strand.
79.—Yuen Lam Kee.

PRIVATE TELEPHONE LINES.

Hongkong Telegraph Office.
Jardine, Matheson & Co., East Point.
Meyer & Co.
North China Insurance Co.
Tramway Company.

In case of FIRE, ring up No. 14.
The Exchange is open day and night.

W. STUART HARRISON,
Manager.

Hongkong, 26th April, 1894. [515

Intimations.

SYRUPS FROM SOUND RIPE FRUIT.

MULBERRY.	LEMON.	RASPBERRY.
STRAWBERRY.	PEACH.	BLACKBERRY.
GOOSEBERRY.	BANANA.	PINEAPPLE.
LIME FRUIT JUICE.	LIME TABLETS.	LIME FRUIT CORDIAL.
EVERTON TOFFEE.		LEMON TABLETS.

CHAMPAGNE BITTERS AND BOVRIL.

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. 51]

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG.
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style, on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [723

THOMAS' GRILL ROOMS,
No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS

to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. [584

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST.)

One person, per day	$ 4.00
One person, per month ... $75 to	90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, 16th March, 1895. [126

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
23] Proprietor.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [720

To be Let.

TO LET.

THE eight roomed HOUSE, No. 47 CAINE ROAD, occupied from FIRST SEPTEMBER next.

NO. 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 1st June, 1895. [726

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MACAO'S GAP.
HOUSES in RIPON TERRACE.
DES VOEUX VILLAS, at THE PEAK.
FLOORS in BLUE BUILDING.
OFFICES.
FIRST FLOOR, Nos. 1 & 2, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co.
GODOWNS, Nos. 14, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th June, 1895. [

For Sale.

NOTICE.

THE Undersigned has been Appointed SOLE AGENT for WOOD & CO.'S well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT,
Duddell Street.

Hongkong, 20th April, 1895. [506

SPANISH WINES.

THE Undersigned having been appointed SOLE AGENTS in HONGKONG and CHINA for the
COMPANIA VINICOLA DEL NORTE DE ESPANA, Bilbao,
ARVILLA Y CA., Cadiz,
and
SANCHEZ MEDINA, Jeres de la Frontera,

The Actual Producers of the Purest and Finest Wines in the World, are now in a position to Supply the Residents of HONGKONG and COAST PORTS, with the *Genuine Article* received direct from SPAIN, and hitherto unobtainable in these parts.

The following WINES are now in Stock:—

RIOJA CLARETE.
A pure sound Claret of Excellent Aroma; infinitely superior to Bordeaux Wines, in casks (6 doz. quarts, about), at $17.50, or bottled at $6 per doz. quarts.

JEREZ ORO.
A Light Dry Sherry of Fine Flavour, at $7 per doz.

JEREZ "COLON."
An Excellent Dinner Sherry, absolutely pure at $15 per doz.

JEREZ TATARABUELO.
A Delicious Wine, 30 years in the wood, highly appreciated by Connoisseurs, at $30 per doz.

JEREZ "NECTAR."
A very Old Wine, 1784, full bodied; a splendid tonic, at $40 per doz.

AMONTILLADO VIEJO.
Specially prepared for Invalids and delicate constitutions, at $20 per doz.

MOSCATEL PURO.
A most delicious beverage of guaranteed purity and perfect flavour, at $13 per doz.

VINO TINTO.
Ordinary Red Spanish Wine; received direct from the growers. A sound, healthy wine for everyday use.
In quarter casks (12 doz. bottles) at $30 per cask.

Lovers of Genuine Unadulterated Wines have now an opportunity to satisfy their tastes; obtaining their supplies *direct from Producers* and thereby avoid intermediate profits.

The Origin and Absolute Purity of the above Wines are guaranteed.

Sample Bottles will be supplied to consumers.

VILLA, LOPEZ & Co.,
Agents.

Hongkong, 3rd May, 1895. [504

THE FREDERICKSBURG BREWERY Co.'s
LIGHT PALE ALE,

Unsurpassed in quality
and highly recommended
by persons of
Refined taste.
Makes a delicious and
comforting drink
during Summer Months.

H. E. BOTTLEWALLA,
Sole Agent,
No. 2, D'Aguilar Street.

Hongkong, 5th March, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON, AND GLASGOW.
23, Queen's Road,

Hongkong, 24th August, 1894. [

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c. &c. &c.

PRICES VERY MODERATE.

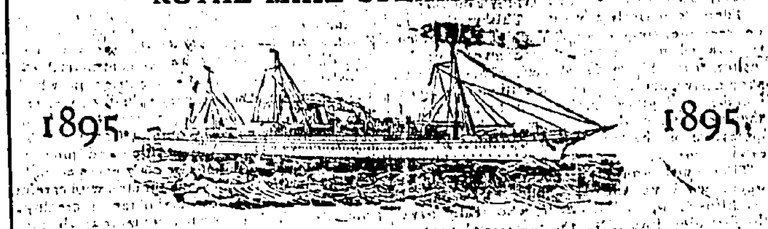
ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, 3rd January, 1895. [

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 3rd July.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 24th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 14th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS; (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 12th June, 1895. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Friday, 28th June, at Noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama).....	Tuesday, 9th July, at Noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama).....	Tuesday, 30th July, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on FRIDAY, the 28th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th June 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama).....	Tuesday, 18th June, at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 20th July, at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama).....	Thursday, 8th August, at Noon.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on TUESDAY, the 18th June, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 50 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points Beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th May, 1895.

B. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c. &c. &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th July, 1894.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 7th March, 1895. 16

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Monday ...	24th June.
Bayern ...	Monday ...	22nd July.
Preussen ...	Monday ...	19th Aug.
Sachsen ...	Monday ...	16th Sept.
Gera ...	Monday ...	14th Oct.
Prinz Heinrich ...	Monday ...	11th Nov.
Preussen ...	Monday ...	9th Dec.
Sachsen ...	Monday ...	6th Jan.
Gera ...	Monday ...	3rd Feb.

ON MONDAY, the 24th day of June, 1895, at 3 P.M. the Company's Steamship "PRINZ HEINRICH," Captain Engelhart, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY the 22nd June. Cargo and Specie will be received on board until NOON on MONDAY the 24th June and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 23rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $1.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to.

MELCHERS & Co.,
Agents.

Hongkong, 8th June, 1895. [718

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Evandale *.....	3,847	Tuesday ...	June 25.
Victoria	3,167	Tuesday ...	July 16.
Tacoma	2,549	Tuesday ...	Aug. 6.
Hankow	3,594	Tuesday ...	Aug. 27.
S.S.	.....	Tuesday ...	Sept. 17.
Victoria	3,167	Tuesday ...	Oct. 8.
Tacoma	2,549	Tuesday ...	Oct. 29.
Hankow	3,594	Tuesday ...	Nov. 19.

* No Passengers carried by these 2 sailings.

THE Steamship

"EVANDALE,"

Captain Buyers, sailing at Noon, on TUESDAY, the 25th June, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; *and one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 4th June, 1895. 4

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.